

This steamer *Mongkut*, which arrived at Singapore from Swatow on the 28th July, with 510 Chinese passengers, went into quarantine, five deaths from cholera having occurred on the voyage.

The *Daily News* St. Petersburg correspondent writes:—A special commercial agent will shortly arrive here on his way from Stockholm to Central Asia, India, and China. His object is to prepare a new map for an increased export of the Swedish iron which formerly played an important part in the markets there, but which has gradually been almost completely driven away. The agent is provided with large means by the Swedish Government and by the Association of the Swedish Ironworks.

A NEW SILVER COINAGE FOR CEYLON.—A correspondent writes to the *Times* of Ceylon as follows:—I hear that a local bank authority, who recently left the island, suggested to the Hon. the Treasurer a new silver coinage for Ceylon, and that the latter has recommended the same to the Government. The rupee is to remain as it is at present, but shilling pieces are to be coined with the words "50 cents," and the sixpenny pieces with the words "25 cents." The three penny bits are to be done away with altogether, and a coin of the value of ten cents, marked "10 cents," is to be coined in its stead. This is to prevent the disputes often arising in demanding the half-cent when the change is given for 3d.

AN INTERESTING LETTER FROM MR. BROWNING.—A well-known paper published in Boston, which recently offered Mr. Gladstone £100 for an article not exceeding the length of a leader in a morning newspaper, has just (writes a correspondent of the *Liverpool Mercury*) offered Mr. Browning £200 for a short poem. Mr. Browning declined in a characteristic letter. "I could write in that way for anyone," he says, "I would consider this request from Boston. But I simply can't. An English magazine offered me a large price, which I refused, and then a still larger, which I again refused. Then they sent me a blank cheque and asked me to fill it out to my own satisfaction, but I returned that also. I cannot bring myself to write for periodicals. If I publish a book, and people choose to buy it, that proves they want to read my work. But to have them turn over the pages of a magazine and find me, that is to be an unwanted guest! My wife liked it. She liked to be with the others, but I have steadfastly refused that kind of thing from first to last."

GAMBLING IN INDIA.—The visit to Paris of Mr. Constans, French Minister of the Colonies, has led to much discussion about the gambling system which is in vogue out there. The favorite play of the Annames and Cambodians is called that of the "Thirty-Six Animals." It is a game of chance, and has been going on for a long time. A little sum of £20,000 in the space of two years. One firm has the monopoly of this Far-Eastern *Pari-mutuel*, or "general lottery," which is never controlled, and is, as a matter of fact, controlled by the authorities. Mr. Constans, for this month, has been calling on the natives to stake their money on the "animals," which are really painted or sculptured figures of lions, tigers, elephants, crocodiles, or buffaloes, each representing a *piastre*, or about four shillings. The "animal" that has been backed the most lately is the *lion*, and to win, and an official goes through the villages with its head on a stick. The winner receives thirty-four times the value of his bet. Another popular game is the "Baccarat," which is played night and day. A *croupier* has before him a table with the numbers 1 to 4, and four numbers of the numeration table at its corners. Under a cup he places a lot of little brass coins, and the "punter" then selects his number. The *croupier* withdraws the cup and counts the brass coins in four. If he is forty-one, he has won. If he is forty-two, he has lost. The winning figure is two, and so on. This game is popular, but only among natives, but among the French officers and soldiers. Attempts have been made to put it down, but to no purpose. The most inveterate "Baccarat" player is that merry monarch, King Norodom, who takes his hand with his majesty subjects in the streets, and invariably does them. When his Majesty loses he so far forgets his dignity as to divest himself of all his clothes, including his shirt, to dance about the streets, and to demand the general sympathy of the natives. If Mr. Constans can eventually succeed in properly regulating these games, he will confer an inestimable benefit on the Colonists and the natives who are under his control.

ACCELERATED TRAIN SERVICES.—The first of July has been remembered in the history of the English railway system. The changes made in the passenger traffic of all the great lines have been so many and so important that "Bradshaw" has not appeared until the third of the month. The main lines from London to Scotland have added new services, or increased the speed of existing lines, or both. The cross country traffic—by that is meant the communication between great centres of population like Manchester and Bristol, Manchester and Cardiff, Manchester and Newcastle—has hitherto been a point in the railway record of the English railway system. These communications have now been greatly, in some cases enormously, improved. Even the lines south of the Thames are bettering themselves, and France, following the completion of the iron bridge across the River Liane, at Boulogne-sur-Mer, the express train from Paris to Calais is now running over the new line which connects Calais with Amiens, thus reducing the journey from Paris to London to eight hours. The fastest train from London to Edinburgh—the Great Northern 10 a.m. from King's Cross—now covers the distance in eight hours and a half. On the 3rd inst. the Flying Scotsman accomplished the journey in four minutes less than the appointed time. Twenty minutes is allowed for lunch at York, and the average speed during the whole time the train is in motion is 49 miles an hour. The journey speed—that is, including stoppages—is 44 miles an hour. The North-Western has hastened its best train to Glasgow by a full hour, and now runs the 401 miles in nine hours, doing the 90 miles over the Cumberland hills in 115 minutes, and the 102 miles over the South Lancashire in 105 minutes. The steep gradients in some minutes under the two hours. The Midland does its 423 miles to Glasgow in nine hours and twenty minutes—a marvellous performance. The run from London to Leicester, 99 miles over very heavy gradients, is accomplished in 115 minutes. Of course this acceleration means a corresponding improvement in the time at which the great express reach Perth and press northward in the Highlands; and it will henceforth be perfectly possible to reach Oban from Manchester in a single day. Here, then, are one or two of the main features of the programme of improvements on English railways for a single summer. Competition may, at least in this instance, claim to have produced a fair crop of fruit.

THE AMERICAN MUSICAL COMEDY AND OPERA COMPANY.

LES LOCHES DE CORNEVILLE.

Considering the number of parts in the piece requiring really clever acting, it was a bold venture this company made in presenting "Les Loches de Corneville" on Saturday night. On the whole the experiment succeeded wonderfully, and the large audience seemed well pleased with the entertainment. Few modern works of its class have so well deserved success as "Les Loches." The music throughout maintains a very high standard of excellence, while the libretto is considerably above the average of such works in literary merit. Moreover the story is romantic and interesting and well put together. Thus, "Les Loches" contains the chief elements of a successful opera and only wants being well presented to ensure a very enjoyable entertainment. To give a satisfactory presentation of it, however, requires a combination of talent such as can seldom be found in companies organized for such work as Messrs Willard and Sheridan's company have been engaged for. The part of *Gaspard*, the miser, is a peculiarly difficult one, and although it is not one that belongs strictly speaking to the province of Opera at all, so much depends on it in the present case that unless it is well sustained the performance is bound to be a failure. The parts of *Serpollite*, the *Belle* and *Colin*, again, have been made so much of as specialities that a merely mediocre rendering of them is sure to be disappointing. To say that all the parts were perfectly sustained on Saturday evening would be as absurd as it would have been to expect that they would be so. The audience was doubtless prepared to make allowances for the limitations of the Company's resources and to accept something less than perfection. It was evident from the close and critical attention with which Mr. Sheridan's every word and movement was followed that there must have been a good deal of interest felt as to how he would play *Gaspard*. The fact that Mr. Sheridan succeeded in keeping the attention of the audience fixed on him to the end was of itself sufficient evidence that he gave a good account of the old miser, apart from the cordial and long-continued applause which he frequently called forth. His make-up was very effective, and although nature has made it impossible for him to look quite the pined and miserable wretch which *Gaspard* ought to be, he had succeeded in making a wonderful transformation in his appearance, especially compared with what it was the other night at the box and jowl of *Widow O'Brien*. In the first act he seemed a little uncertain of himself, and although his singing was exceedingly clever, it now and again lacked to him the confidence and assurance which he had shown in making a wonderful transformation in his appearance, especially compared with what it was the other night at the box and jowl of *Widow O'Brien*. In the first act he seemed a little uncertain of himself, and although his singing was exceedingly clever, it now and again lacked to him the confidence and assurance which he had shown in making a wonderful transformation in his appearance, especially compared with what it was the other night at the box and jowl of *Widow O'Brien*.

THE TWO OTHERS WERE THE *Tina* and *Gaspard*, which were sold at past service, the first at Saigon, and the second at Marseilles. Although the first cost of the company's fleet amounted to £2,745,272, this sum has been written down by successive deductions to £2,717,772 at the close of 1887. At the close of 1887 the company had seven vessels in course of construction; two of these, the *Australien* and the *Brasil*, are first-class high-speed steamers; the remaining five, the *Guadalquivir*, the *Charente*, the *Dordogne*, the *Adour*, and the *Lot*, are cargo boats. The aggregate distance run last year by the company's steamers was 2,273,820 knots, an increase of 52,400 knots last year. In last year's total of 2,273,820 knots, the subventioned postal service figured for 1,682,949 knots, the difference of 590,871 knots being made up of trade running on lines not having any subvention attached to them. The company's steamers realised last year upon the postal lines rates of speed superior to those prescribed by a Convention entered into with the French Government June 29, 1885. Upon the Chinese line, now extended to Japan, the average speed attained last year was something over 13 knots per hour, a result which the company was not required to attain until July, 1888. Upon the Australian line, which comprised no less than 7,557 marine leagues, the company's steamers maintained last year an average speed of 12.07 knots per hour, while the speed prescribed by the line by official requirements was only 11.10 knots per hour. The only drawback to the habitual regularity of the company's services last year was the loss of the *Charente*, the Chinese steamer, no life was happily sacrificed in connection with the wreck of this vessel. The number of passengers carried by the company last year was 100,905; of this number 17,731 were either carried gratuitously, or at reduced rates on Government account. The aggregate weight of goods carried last year was 444,167 tons, of which 8,100 tons were carried at a reduced rate upon Government account. The value of the goods and securities carried last year was £26,024,109 of which £243,091 was carried gratuitously for the French Treasury. The number of passengers carried by the company's steamers in 1886 was 108,917; the aggregate weight of goods carried was 445,335 tons; while the amount of specie and securities carried was £7,320,000. In the course of last year some use was made by the company of Japanese and Australian coasters, this proceeding to some extent, of an irregular character, but the results attained are regarded as satisfactory. The company's traffic receipts last year, from all sources, amounted to £2,102,160, and the working expenses of the year having been £1,929,648, the profit for the year was £172,512. Of this amount, £172,512 was required to provide for the company's debentures, leaving a balance of £151,844 available for dividend upon the company's share capital. Of this dividend, 3 per cent. was carried to the reserve fund pursuant to the statutes, £144,000 was applied to the payment of a dividend at the rate of 6 per cent. per annum, and £252 was carried to the credit of 1888.

THE P. & O. STEAMER *Peshawar* arrived yesterday with the English Mail of 5th July. We take the following telegrams from our exchanges:—

ALLAHABAD, July 15th.—The *Pioneer's* latest news of the Sikh frontier force shows that the Thibetians have pushed forward strength across the Jalee pass, but have as yet ventured to attack Gantong. It is rumored that they have moved 1,500 men through the Nathula pass, which is situated five miles to the west of the Jalee.

THE WHOLE MYSTERY EXPLAINED.—Allahabad, July 15th.—The *Pioneer* has obtained news from Paris to the effect that in the duel between M. Floquet and General Boulanger, the former remained quite cool, while the latter was rather excited. General Boulanger began by exchanging a volley with M. Floquet, and then, after a few minutes, he raised his sword, upon the point of which his assailant received, receiving a deep wound in the throat.

ALL ENGLAND VS. THE AUSTRALIANS.—Allahabad, July 15th.—In the fourth round, Mr. E. Renshaw beat Mr. W. G. Hamilton, and Mr. E. W. Lewis beat Mr. Taylor. In the final round Mr. E. Renshaw beat Mr. E. W. Lewis by 27 games to 20.

ALL ENGLAND VS. THE AUSTRALIANS.—Allahabad, July 19th.—The match between the All-England team and the Australian Cricketers was much postponed by heavy rain. The cricket was practically spoiled by a downpour. The Australians scored an easy victory. Score:—Australians 116 and 60; All-England 53 and 62. W. G. Grace made the highest score of 24. Turner took 10 wickets for 61. Peel 8 for 45. Leach 4 for 36. Blackham accounted for five of the All-England team at the wickets.

THE MESSAGERIES MARITIMES.—The annual report of this company shows that the fleet numbers fifty-eight steamers, representing an aggregate burden of 107,011 tons, corresponding to a total displacement of 235,363 tons. The first cost of company's fleet was £2,745,272, to which we may add £173,876 for the outfit made, and the aggregate cost of capital expended upon the fleet £2,919,148. This amount shows an increase of £15,162, as compared with the corresponding total is the close of 1886. During the past year one new vessel, the *Portugal*, has been placed upon the fleet and one, the *Adour*, has been sold. The *Adour* was struck off the company's fleet last year. The first of these was the *Messager*, wrecked in the China seas in May, 1887.

THE CHINA MAIL.

Count Herbert Bismarck and M. de Giers respectively.

Count Herbert Bismarck and M. de Giers respectively. The O. & O. steamer *Gaelic* arrived late on Saturday night with the American mail of 11th July. We take the following items from our exchanges:—

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Mails.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN-FRAN. CRO.

THE U. S. Mail Steamship CITY OF RIO DE JANEIRO will be despatched for San Francisco via Yokohama on WEDNESDAY, the 8th August, at 3 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fare granted as follows:—
To San Francisco ... \$200.00
To San Francisco and return, ... 350.00
To Liverpool ... 325.00
To London ... 330.00

To other European ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service and the Imperial Chinese Customs, to be obtained on application.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10%. This allowance does not apply to through fares from China and Japan to Europe.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m., same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to ports beyond San Francisco, in the United States, should be sent to the Company's Office in San Francisco, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 604, Queen's Road Central.

C. D. HARMAN,

Agent.

Hongkong, July 19, 1888. 1209



STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, PORT SAID, MAISELLES, MALTA, GIBRALTAR, BRINDISI, PLYMOUTH, AND LONDON;

ALSO, MADRAS, CALCUTTA, AND AUSTRALIA.

N.B.—Cargo can be taken on through Bills of Lading for BATAVIA, TRIESTE, HAMBURG, NEW YORK AND BOSTON.

SPECIAL ONLY LANDED AT PLYMOUTH.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship MIRZAPUR, Captain R. HARVEY, with Her Majesty's Mails, will be despatched from this port for LONDON direct, via SUEZ CANAL and usual ports of Call, on SATURDAY, 11th August, at Noon.

Cargo will be received on board until 4 p.m.

Parcels and Specie (Gold) at the Office until 4 p.m. on the day before sailing.

For further Particulars regarding FREIGHT and PASSAGE, apply to the PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are required to be declared prior to shipment.

Shippers are particularly requested to note the terms and conditions of the Company's Black Bill of Lading.

Passengers desirous of insuring their baggage can do so on application at the Company's Office.

E. L. WOODIN,

Superintendent.

P. & O. S. N. Co.'s Office, Hongkong, August 1, 1888. 1282

Occidental & Oriental Steam-Ship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA

THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

THE Steamship GAELIC will be despatched for San Francisco, via Yokohama, on SATURDAY, the 18th August, at 3 p.m.

Connection being made at Yokohama, with Steamers from Shanghai and Japan ports.

All Parcel Packages should be marked to address in full; and same will be received at the Company's Office, until 5 p.m. the day previous to sailing.

First-class Fare granted as follows:—
To San Francisco ... \$200.00
To San Francisco and return, ... 350.00
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To other European ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service and the Imperial Chinese Customs, to be obtained on application.

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C. D. HARMAN,

Agent.

Hongkong, July 28, 1888. 1230

Mails.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANÇAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, SUEZ, PORT SAID.

MEDITERRANEAN AND BLACK SEA PORTS, ALEXANDRIA, MAISELLES, AND PORTS OF BRAZIL AND LA PLATA.

LONDON, HAVRE, BORDEAUX, DUNKIRK AND ANTWERP.

ON THURSDAY, the 16th of August, 1888, at Noon, the Company's S.S. *ALOUDE*, Commandant BRETEL, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted until Noon.

Cargo will be received on board until 4 p.m. Specie and Parcels until 3 p.m. on the 15th August, 1888. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

(A. DE CHAMPEAUX,

Agent.

Hongkong, August 3, 1888. 1207

NORDEUTSCHER LOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, BRINDISI, GENOA, ANTWERP, BREMEN & HAMBURG.

PORTS IN THE LEVANT, BLACK SEA & BALTIC PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

ON THURSDAY, the 30th of August, 1888, at 10 a.m., the Company's Steamship *BAVERN*, Capt. R. SANDER, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this port as above, calling at GENOA.

Shipping Orders will be granted till Noon. Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 29th August. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.

The Steamship has ample accommodation and carries a Doctor and Stowaways.

For further Particulars, apply to MELCHERS & Co., Agents.

Hongkong, August 4, 1888. 1306

Intimations.

The Overland China Mail.

A WEEKLY JOURNAL FOR THE HOME MAIL.

IS PUBLISHED to suit the Departure of each ENGLISH and FRENCH MAIL Steamer for Europe. Formerly the Overland issue was published fortnightly; but as it was deemed of special importance that a weekly budget of news should be prepared, it was decided to issue it weekly. Subscribers at Home, and those at the Coast Ports and in the interior, who find the Overland edition a convenient form of newspaper for their perusal, will welcome the change. The *Overland China Mail*, now a weekly compendium of news from the Far East, contains special Commercial Intelligence, special tables of Shipping, and other information. The various Reports of Courts and Meetings, and all other news, are given in full as they appear in the Daily issue.

The attention of Advertisers is directed to a weekly newspaper, which is circulated among old China hands and others, both at home and in the Far East, who do not take the daily journals.

The *Overland China Mail* will be regularly posted from the China Mail Office to subscribers, on their addresses being forwarded to us.

SUBSCRIPTION: Per Annum, ... \$12.00, postage, ... \$1.00
Quarterly, ... 3.00, " ... 0.25
Single Copy, ... 0.30

China Mail Office, Hongkong.

SUMMER TIME TABLE.

THE KOWLOON FERRY.

STEAM LAUNCH MORNING STAR.

Runs DAILY as a Ferry Boat between Peddar's Wharf and Tsim-Tai-Tsui at the following hours:—This Table will take effect from the 1st June, 1888.

LEAVES KOWLOON. LEAVES HONGKONG.

6.00 A.M. 6.30 A.M.
6.45 " 7.00 "
7.30 " 7.45 "
8.00 " 8.15 "
8.45 " 9.00 "
9.15 " 9.30 "
9.45 " 10.00 "
10.15 " 10.30 "
10.45 " 11.00 "

12.15 P.M. 12.30 P.M.
1.30 " 1.45 "
2.00 " 2.15 "
2.30 " 2.45 "
3.00 " 3.15 "
3.30 " 3.45 "
4.15 " 4.30 "
4.50 " 5.10 "
5.25 " 5.40 "
6.00 " 6.15 "
6.45 " 7.00 "

7.15 "

* There will be no Launch on Monday and Friday, on account of coaling.

The above Time Table will be strictly adhered to, except under unavoidable circumstances, in case of stress of weather, and notice will be given of any stoppages.

Intimations.

THE CHINA REVIEW.

PUBLISHED BI-MONTHLY.

TENTH YEAR.

THIS Review, which was intended to meet the wants of many students of Chinese literature on China and Japan, has reached its Fourteenth Volume. The Review discusses those topics which are uppermost in the minds of students of the 'Far East' and about which every intelligent person connected with China or Japan is desirous of acquiring trustworthy information. It includes many interesting Notes and original Papers on the Arts, Sciences, Ethnology, Folklore, Geography, History, Literature, Mythology, Natural History, Antiquities, and Social Manners and Customs, etc., etc., of China, Japan, Mongolia, Tibet, and the Far East generally. Recently a new departure has been taken, and the Review now gives papers on Trade, Commerce, and Descriptive notes of Travel by well-known writers. It was thought that by extending the scope of the Review in this direction, the Magazine would be made more generally useful.

The Review department receives special attention, and endeavours are made to present a careful and concise record of Literature on China, etc., and to give critiques embodying sketches of the most recent views on literary topics. Authors and Publishers are requested to forward works to 'Editor, *China Review*, care of China Mail Office.'

The Notes and Queries are still continued, and form an important means of obtaining from and diffusing among students knowledge on obscure points.

The Correspondence column also affords further and greater facilities for the interchange of views and discussion of various topics.

Original contributions in Chinese, Latin, or any of the Modern Languages are received. The papers are contributed by the members of the various Consular, the Imperial Customs, and Hongkong Services, and also by the Missionary bodies amongst whom a high degree of Chinese scholarship is seasonally cultivated. Amongst the regular contributors are: Dr. James E. Ediel, Breckinridge, and Hirth, Professor Legge, and Messrs. Ballou, Watters, Stent, Phillips, MacIntyre, Grant, Jamieson, Elber, Kopsch, Parker, Playfair, Giles, Piton, and Taylor, all well-known names, indicative of sound scholarship and thorough mastery of their subjects.

The Subscription is fixed at \$4.50 per annum, postage included—payable in advance.

Orders for binding volumes will be promptly attended to; Address, 'Manager, *China Mail Office*.'

OPINIONS OF THE PRESS.

'All our learned societies should subscribe to this scholarly and enterprising Review.'—*Northern Christian Advocate* (U.S.).

'The *China Review* *** has an excellent table of contents.'—*Celestial Empire*.

'The Publication always contains subjects of interest to students in the Far East and the present issue is particularly valuable for its comparative comparison, with preceding numbers.'—*Celestial Empire*.

'This number contains several articles of interest and value.'—*North-China Herald*.

'The *China Review* for September-October fully maintains the high standard of excellence which characterizes the publication, and altogether forms a very interesting and readable number. Meteorologists will find an interesting and valuable contribution by Dr. Fritzsche, on "The Amount of Precipitation (Rain and Snow) of Peking," showing the results of observations made at the Imperial Russian Observatory at Peking, from 1841 to 1880. "Notes on the Dutch Occupation of Formosa," by Mr. Geo. Phillips, contains some interesting information, although much of it is second-hand. The Notices of New Books include a most charming and appreciative review of "The Divine Classic of Nan-Hsun," and the Notes and Queries are as usual very interesting.'—*North-China Daily News*.

'A substantial and reliable Review which all students of China and the Chinese would do well to peruse.'—*The Daily News*.

'The November-December number of the *China Review* contains less variety than usual, but the few articles are very interesting. The opening paper by Mr. Herbert A. Giles on "The New Testament in Chinese" treats of a question that must necessarily be of importance in the eyes of all missionaries. Mr. E. Parker's "Short Journeys in Szechuen" are continued, and a goodly instalment of these travels in the interior of China is given. Mr. F. H. Ballou contributes a paper of some length entitled "The Emperor Chong, founder of the Chinese Empire," which will be read with genuine interest by students of Chinese history. A few short notices of New Books and a number of Notes and Queries, one of which "On Chinese Oaths in Western Borneo and Java" might appropriately have been placed under a separate heading, complete the number.'—*H.K. Daily Press*.

Truth's Oriental Record contains the following notice of the *China Review*:—

'The present publication, judging by the number now before us, is intended to occupy a position, as regards China and the neighbouring countries, somewhat similar to that which has been filled in India by the *Calcutta Review*. The great degree of attention that has been bestowed of late years upon the investigation of Chinese literature, antiquities, and social developments, to say nothing of linguistic studies, has led to the accumulation of important stores of information, regarding some of the most important subjects in the world, which has not been provided extremely desirable; and contributions of much interest may fairly be looked for from the members of the foreign consular services, the Chinese Customs' corps, and the missionary body, among whom a high degree of Chinese scholarship is now seasonally cultivated, and who are severely represented in the first number of the Review by papers highly creditable to their respective authors. Some translations from Chinese novels and plays are marked by both accuracy and freshness of style; and an account of the career of the Chinese prelate-ambassador of the eleventh century, Su Tung-p'o, by Mr. E. C. Bowra, is not only historically valuable, but is also distinguished by its literary grace. Beside notices of new books relating to China and the East, which will be a useful feature of the Review, if carried out with precision and detail, we are glad to notice that "Notes" and "Queries" are destined to find a place in its pages also. It is to be hoped that this opening for contributions on Chinese subjects may evoke a similar display of literary zeal to that which was witnessed during the lifetime of its predecessor in the field, and that the *China Review* may receive the support necessary to ensure its continuance.'

Mr. Andrew Wind,

News Agent, &c.

21, PARK ROW, NEW YORK; is authorized to receive Subscriptions, Advertisements, &c., for the *China Mail*, *Overland China Mail*, and *China Review*.

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing at Green Island. Vessels near the Hongkong shore are marked h., near the Kowloon shore k., and those in the body of the Harbour or midway between each shore are marked e., in conjunction with the figures denoting the sections.

- Section.
1. From Green Island to the Gas Works.
 2. From Gas Works to Jardine's Wharf.
 3. From Jardine's Wharf to the Harbour Master's Office.
 4. From Harbour Master's Office to the P. and O. Co.'s Office.
 5. From P. and O. Co.'s Office to Peddar's Wharf.
 6. From Peddar's Wharf to the Naval Yard.
- Section.
7. From Naval Yard to Blue Buildings.
 8. From Blue Buildings to East Point.
 9. From Kowloon Island to North Point.
 10. Kowloon Wharves.
 11. Jardine's Wharf.

Vessel's Name.	Agent.	Captain.	Flag and Rig.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
Steamers								
Afghan	h.	c Roy	Brit. str.	1439	Aug. 5	Gibb, Livingston & Co.	Sydney	To-day
Alvino	h.	c Samuelson	Ger. str.	400	Aug. 5	W. & A. Co.	Holmby, &c.	To-day
Batavia	h.	c Watson	Brit. str.	1651	July 30	Adamson, Ball & Co.	Saigon	To-day
Bharat	h.	c Bonellier	Brit. str.	1110	Aug. 2	Gibb, Livingston & Co.	Saigon	To-day
Caribbrooke	h.	c Cass	Brit. str.	973	Aug. 1	Morris & Ray	Saigon	To-day
Celebes	h.	c Joen	Dutch str.	1423	July 31	Jardine, Matheson & Co.	Saigon	To-day
Cheong Hook Kian	h.	c Webb	Brit. str.	950	Aug. 20	P. M. S. S. Co.	San Francisco	To-day
City of Rio de Janeiro	h.	c Ward	Amer. str.	3534	Aug. 20	F. Russell & Co.	San Francisco	To-day
Diamante	h.	c McCallin	Brit. str.	814	Aug. 4	P. & O. S. N. Co.	San Francisco	To-day
Gaohi	h.	c Fearne	Brit. str.	425	Aug. 3	Melchers & Co.	San Francisco	To-day
General Wordor	h.	c Schuckmann	Brit. str.	1200	Aug. 3	Melchers & Co.	San Francisco	To-day
Glenagary	h.	c Taylor	Brit. str.	1016	Aug. 3	Jardine, Matheson & Co.	San Francisco	To-day
Gluckaburg	h.	c Schultz	Ger. str.	1093	Aug. 3	Melchers & Co.	San Francisco	To-day
Halpoung	h.	c Harris	Brit. str.	1122	July 27	Douglas Steamship Co.	San Francisco	To-day
Independent	h.	c Schaffer	Ger. str.	871	Aug. 4	W. & A. Co.	San Francisco	To-day
Mario	h.	c Hohlmann	Ger. str.	704	Aug. 4	A. R. Murty	San Francisco	To-day
Manashan	h.	c Blackburne	Brit. str.	339	Aug. 4	Hoong Hong	San Francisco	To-day
Peahawar	h.	c Monte	Brit. str.	2158	Aug. 1	P. & O. S. N. Co.	San Francisco	To-day
Pilot Fish	h.	c Stopani	Brit. str.	161	Sept. 27	H. K. & W. Dock Co.	San Francisco	To-day
Stonor	h.	c Milligan	Brit. str.	1500	Aug. 1	G. Butterfield & Swire	San Francisco	To-day
Stura	h.	c Cabana	Italian str.	1415	Aug. 2	Carlowitz & Co.	San Francisco	To-day
Taichow	h.	c Newton	Brit. str.	862	Aug. 1	Yuen Fat Hong	San Francisco	To-day
Tannadieu	h.	c Shannon	Brit. str.	1408	Aug. 31	Russell & Co.	San Francisco	To-day
Tehran	h.	c Sans	Brit. str.	738	July 6	P. & O. S. N. Co.	San Francisco	To-day
Tokio	h.	c Hunter	Brit. str.	819	Aug. 4	Douglas Steamship Co.	San Francisco	To-day
Triton	h.	c Blacken	Ger. str.	1142	Aug. 4	Ed. Schellhaas & Co.	San Francisco	To-day
Triumph	h.	c Moos	Ger. str.	674	Aug. 6	W. & A. Co.	San Francisco	To-day
Velox	h.	c Wolff	Ger. str.	636	Aug. 6	Edward Schellhaas & Co.	San Francisco	To-day
Venitia	h.	c Cole	Brit. str.	1609	July 31	P. & O. S. N. Co.	San Francisco	To-day
Victoria	h.	c Oundon	Brit. str.	1330	Aug. 6	K. Takasaka Colliery	San Francisco	To-day
Wayting	h.	c Cheong Shang	Chi. str.	227	July 13	Sanders & Co.	San Francisco	To-day
Sailing Vessels								
Adolph	h.	c Westengam	Ger. bgo.	867	Aug. 5	Order	San Francisco	To-day
Arve	h.	c Christensen	Norw. bgo.	634	July 11	Captain	San Francisco	To-day
Comot	h.	c Krippner	Ger. bgo.	1083	July 17	Naval Officer	San Francisco	To-day
Outoum	h.	c Gifford	Brit. sch.	201	June 19	Jardine, Matheson & Co.	San Francisco	To-day
Ecort	h.	c Waterhouse	Amer. bgo.	636	July 10	Gonsalves & Co.	San Francisco	To-day
Granite State	h.	c Ross	Amer. bgo.	1624	July 20	Pastor & Co.	San Francisco	To-day
G. H. Wappas	h.	c Engleson	Brit. bgo.	633	July 21	Butterfield & Swire	San Francisco	To-day
Hydra	h.	c Christensen	Norw. bgo.	738	July 6	Arnholt, Karberg & Co.	San Francisco	To-day
John Nicholson	h.	c Quine	Brit. bgo.	685	July 6	Melchers & Co.	San Francisco	To-day
Lucia	h.	c Wood	Brit. bgo.	640	Aug. 5	Order	San Francisco	To-day
Nyl Ghau	h.	c Butter	Brit. sch.	1252	Aug. 1	Order	San Francisco	To-day
Sachem	h.	c Bartlett	Amer. sch.	1311	June 30	P. & O. S. N. Co.	San Francisco	To-day
Spinaway	h.	c Garrick	Brit. sch.	325	June 23	Siemens & Co.	San Francisco	To-day
Wandering Jew	h.	c Nichols	Amer. sch.	1650	July 11	Pastor & Co.	San Francisco	To-day
Young Siam	h.	c Koek	Siam. bgo.	750	June 17	Chinese	San Francisco	To-day

Her Britannic Majesty's Ships on the China Station.

Name.	Rig.	Tons.	Guns.	I.H.P.	Captain.	Where at.
Alacrity	despatch-vessel	1700	4	3180	Com. E. Blair Macdonochie	Hakodato
Audacious*	twin-screw battle-ship	6010	10	4830	Capt. John B. Warren	Yokohama
Oodocher	gunboat 2nd class	465	4	470	Lieut. Com. Ed. E. Maxwell	Shanghai
Constance	cruiser 3rd class	2380	14	2300	Capt. L. G. Koppel	Hakodato
Gordale	cruiser 3rd class	2380	10	2420	Captain Henry H. Boys	Hakodato
Essex	g-b, 3rd class coast defence	363	3	340		In reserve
Esport	gunboat 2nd class	465	4	470	Lieut. Com. Reginald Y. Smith	On a cruise
Firebrand	gunboat 2nd class	455	4	460	Lieut. Com. Denison	Manila
Heroine	cruiser 3rd class	1420	8	1180	Captain Ohsa. J. Balfour	Hakodato
Impetuous	twin-screw battle ship	4400	10	1000	Commander William H. May	Hakodato
Lander	cruiser 2nd class	4300	16	5500	Captain M. Dunlop	Hakodato
Linnet	gun-vessel 2nd class	364	5	1050	Commander W. Marzack	Hakodato
Merlin	gunboat 2nd class	430	4	430	Lieut. Com. W. M. Matrin	Hongkong
Mutine	sloop	1130	10	1120	Commandor J. H. Martin	Hakodato
Porpoise	cruiser	1730	—	—	Commander R. W. White, R.N.	Hakodato
Rambler	surveying vessel	830	3	680	Commander W. D. Moore	Shanghai
Battler	gunboat 1st class	715	6	1300	Lieut.-Com. W. Mail, Dougall	Hakodato
Saville	cruiser 3rd class	1970	8	2360	Captain W. J. Karlsak	Hakodato
Salafite	cruiser 3rd class	1420	8	1420	Captain T. P. W. Nezhum	On a cruise
Solent	torpedo mining launch	160	—	—		Hongkong
Swift	gun-vessel 2nd class	766	5	1010	Com. Richard Bingham	Hakodato
Torpedo Boat No. 35	—	95	—	—	Lieut.-Com. A. D. Davenhill	Hongkong
Torpedo Boat No. 56	—	95	—	—	Lieut. Com. Webber	Hongkong
Victor Rimmel	receiving ship	5187	14	Commodore Maxwell, A.D.C.	Hongkong	
Wanderer	sloop	925	4	750	Commander McArthur	Hongkong
Wigan	coast defence ship, armoured	2760	4	1450		Hongkong